

DAILY STATE SENTINEL
PUBLISHED EVERY MORNING AT
THE NEW SENTINEL OFFICE,
25, 27 and 29 South Meridian.
(CORNER OF PEARL STREET.)

ELDER, HARKNESS & BINGHAM,
Proprietors.

Subscription prices:
One copy, one year, \$3.00
One copy, six months, \$1.50
One copy, three months, \$0.75
One copy, one month, \$0.25

Delivered by the carrier, within the city, 10 cents per
copy, payable to the carrier.
Agents will be supplied at 15 cents a week.

If a paper may be sent at our risk by Express, pre-
paid, or Registered Letters by mail, otherwise we will
not be responsible for any loss that may occur.

City subscribers will be held responsible for papers left
at their homes after they have been removed, or when they
will be discontinued, unless notice is given at the
office of publication.

No paper sent without pre-payment, or continued longer
than paid for.

Copies of the Daily Sentinel can be had at the office
each morning, and the Weekly Sentinel, each Mon-
day morning, neatly developed, or mailable.

RATES OF ADVERTISING.

Insertions	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
1	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2	1.50	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
3	2.00	1.50	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
4	2.50	2.00	1.50	1.00	1.00	1.00	1.00	1.00	1.00	1.00
5	3.00	2.50	2.00	1.50	1.00	1.00	1.00	1.00	1.00	1.00
6	3.50	3.00	2.50	2.00	1.50	1.00	1.00	1.00	1.00	1.00
7	4.00	3.50	3.00	2.50	2.00	1.50	1.00	1.00	1.00	1.00
8	4.50	4.00	3.50	3.00	2.50	2.00	1.50	1.00	1.00	1.00
9	5.00	4.50	4.00	3.50	3.00	2.50	2.00	1.50	1.00	1.00
10	5.50	5.00	4.50	4.00	3.50	3.00	2.50	2.00	1.50	1.00

Business Notices published in the local columns, often
times or under, will be charged for each insertion \$1; if
sent by mail, 10 cents per line.
Announcements with funeral notice attached, \$1;
without notice free.
Marriage Notices 50 cents.
Notices of Births, Deaths and Executions, gotten up
by individuals or associations, or by churches, at the regular
prices.
Advertisements placed and placed under the head
of Special Notices, if in lines or over, will be charged double
the usual rates.
Yearly advertisements to pay quarterly.
Announcing candidates for offices of every description
to be charged at the rate of \$1.00 for each name in the
Daily, and \$2.00 in the Weekly, the same to be, in
all cases, paid in advance.

WEEKLY STATE SENTINEL,
PUBLISHED EVERY MONDAY AT
TWO DOLLARS A YEAR.

To Clubs of ten and over at \$2.00 a year, and extra
copy to the getter up of the Club.

ADVERTISING.

Each square, first insertion, for each square, \$1.00
Each subsequent insertion, for each square, \$0.50
A reasonable deduction, made for yearly advertisements.
Legal advertisements \$1.00 per square for the first
insertion, and \$0.50 per square for each subsequent in-
sertion. A day's notice will be made without additional charge,
if the advertiser furnish the stamp required by Govern-
ment.
Legal advertisements inserted at the expense of the
attorney ordering, and not defensible for the legal proceed-
ings, but collectible at our usual time. Publishers not
accountable for the accuracy of legal advertisements be-
yond the amount charged for their publication.

ELDER, HARKNESS & BINGHAM,
Proprietors Indiana State Sentinel,
President Indianapolis Journal Company.

INDIANAPOLIS RAILROAD TIME TABLE.

COLUMBUS AND INDIANAPOLIS CENTRAL RAIL-
WAY.

Trains Leave. Trains Arrive.
5:30 A. M. Day Express. 10:30 A. M.
2:45 P. M. Night Express. 12:45 P. M.
7:40 P. M. Night Express. 11:05 P. M.

Trains Leave. Trains Arrive.
6:00 A. M. Day Express. 10:00 P. M.
4:00 P. M. Night Express. 12:00 Noon.
8:30 P. M. Night Express. 9:30 P. M.

Trains Leave. Trains Arrive.
6:00 A. M. Day Express. 10:00 P. M.
4:00 P. M. Night Express. 12:00 Noon.
8:30 P. M. Night Express. 9:30 P. M.

Trains Leave. Trains Arrive.
6:00 A. M. Day Express. 10:00 P. M.
4:00 P. M. Night Express. 12:00 Noon.
8:30 P. M. Night Express. 9:30 P. M.

Trains Leave. Trains Arrive.
6:00 A. M. Day Express. 10:00 P. M.
4:00 P. M. Night Express. 12:00 Noon.
8:30 P. M. Night Express. 9:30 P. M.

Trains Leave. Trains Arrive.
6:00 A. M. Day Express. 10:00 P. M.
4:00 P. M. Night Express. 12:00 Noon.
8:30 P. M. Night Express. 9:30 P. M.

Trains Leave. Trains Arrive.
6:00 A. M. Day Express. 10:00 P. M.
4:00 P. M. Night Express. 12:00 Noon.
8:30 P. M. Night Express. 9:30 P. M.

Trains Leave. Trains Arrive.
6:00 A. M. Day Express. 10:00 P. M.
4:00 P. M. Night Express. 12:00 Noon.
8:30 P. M. Night Express. 9:30 P. M.

Trains Leave. Trains Arrive.
6:00 A. M. Day Express. 10:00 P. M.
4:00 P. M. Night Express. 12:00 Noon.
8:30 P. M. Night Express. 9:30 P. M.

Trains Leave. Trains Arrive.
6:00 A. M. Day Express. 10:00 P. M.
4:00 P. M. Night Express. 12:00 Noon.
8:30 P. M. Night Express. 9:30 P. M.

Trains Leave. Trains Arrive.
6:00 A. M. Day Express. 10:00 P. M.
4:00 P. M. Night Express. 12:00 Noon.
8:30 P. M. Night Express. 9:30 P. M.

Trains Leave. Trains Arrive.
6:00 A. M. Day Express. 10:00 P. M.
4:00 P. M. Night Express. 12:00 Noon.
8:30 P. M. Night Express. 9:30 P. M.

Trains Leave. Trains Arrive.
6:00 A. M. Day Express. 10:00 P. M.
4:00 P. M. Night Express. 12:00 Noon.
8:30 P. M. Night Express. 9:30 P. M.

Trains Leave. Trains Arrive.
6:00 A. M. Day Express. 10:00 P. M.
4:00 P. M. Night Express. 12:00 Noon.
8:30 P. M. Night Express. 9:30 P. M.

Trains Leave. Trains Arrive.
6:00 A. M. Day Express. 10:00 P. M.
4:00 P. M. Night Express. 12:00 Noon.
8:30 P. M. Night Express. 9:30 P. M.

Trains Leave. Trains Arrive.
6:00 A. M. Day Express. 10:00 P. M.
4:00 P. M. Night Express. 12:00 Noon.
8:30 P. M. Night Express. 9:30 P. M.

Trains Leave. Trains Arrive.
6:00 A. M. Day Express. 10:00 P. M.
4:00 P. M. Night Express. 12:00 Noon.
8:30 P. M. Night Express. 9:30 P. M.

Trains Leave. Trains Arrive.
6:00 A. M. Day Express. 10:00 P. M.
4:00 P. M. Night Express. 12:00 Noon.
8:30 P. M. Night Express. 9:30 P. M.

Trains Leave. Trains Arrive.
6:00 A. M. Day Express. 10:00 P. M.
4:00 P. M. Night Express. 12:00 Noon.
8:30 P. M. Night Express. 9:30 P. M.

Trains Leave. Trains Arrive.
6:00 A. M. Day Express. 10:00 P. M.
4:00 P. M. Night Express. 12:00 Noon.
8:30 P. M. Night Express. 9:30 P. M.

Trains Leave. Trains Arrive.
6:00 A. M. Day Express. 10:00 P. M.
4:00 P. M. Night Express. 12:00 Noon.
8:30 P. M. Night Express. 9:30 P. M.

Trains Leave. Trains Arrive.
6:00 A. M. Day Express. 10:00 P. M.
4:00 P. M. Night Express. 12:00 Noon.
8:30 P. M. Night Express. 9:30 P. M.

Trains Leave. Trains Arrive.
6:00 A. M. Day Express. 10:00 P. M.
4:00 P. M. Night Express. 12:00 Noon.
8:30 P. M. Night Express. 9:30 P. M.

Trains Leave. Trains Arrive.
6:00 A. M. Day Express. 10:00 P. M.
4:00 P. M. Night Express. 12:00 Noon.
8:30 P. M. Night Express. 9:30 P. M.

Trains Leave. Trains Arrive.
6:00 A. M. Day Express. 10:00 P. M.
4:00 P. M. Night Express. 12:00 Noon.
8:30 P. M. Night Express. 9:30 P. M.

Trains Leave. Trains Arrive.
6:00 A. M. Day Express. 10:00 P. M.
4:00 P. M. Night Express. 12:00 Noon.
8:30 P. M. Night Express. 9:30 P. M.

Trains Leave. Trains Arrive.
6:00 A. M. Day Express. 10:00 P. M.
4:00 P. M. Night Express. 12:00 Noon.
8:30 P. M. Night Express. 9:30 P. M.

Trains Leave. Trains Arrive.
6:00 A. M. Day Express. 10:00 P. M.
4:00 P. M. Night Express. 12:00 Noon.
8:30 P. M. Night Express. 9:30 P. M.

Trains Leave. Trains Arrive.
6:00 A. M. Day Express. 10:00 P. M.
4:00 P. M. Night Express. 12:00 Noon.
8:30 P. M. Night Express. 9:30 P. M.

Trains Leave. Trains Arrive.
6:00 A. M. Day Express. 10:00 P. M.
4:00 P. M. Night Express. 12:00 Noon.
8:30 P. M. Night Express. 9:30 P. M.

Trains Leave. Trains Arrive.
6:00 A. M. Day Express. 10:00 P. M.
4:00 P. M. Night Express. 12:00 Noon.
8:30 P. M. Night Express. 9:30 P. M.

Trains Leave. Trains Arrive.
6:00 A. M. Day Express. 10:00 P. M.
4:00 P. M. Night Express. 12:00 Noon.
8:30 P. M. Night Express. 9:30 P. M.

Trains Leave. Trains Arrive.
6:00 A. M. Day Express. 10:00 P. M.
4:00 P. M. Night Express. 12:00 Noon.
8:30 P. M. Night Express. 9:30 P. M.

Trains Leave. Trains Arrive.
6:00 A. M. Day Express. 10:00 P. M.
4:00 P. M. Night Express. 12:00 Noon.
8:30 P. M. Night Express. 9:30 P. M.

Trains Leave. Trains Arrive.
6:00 A. M. Day Express. 10:00 P. M.
4:00 P. M. Night Express. 12:00 Noon.
8:30 P. M. Night Express. 9:30 P. M.

Trains Leave. Trains Arrive.
6:00 A. M. Day Express. 10:00 P. M.
4:00 P. M. Night Express. 12:00 Noon.
8:30 P. M. Night Express. 9:30 P. M.

Trains Leave. Trains Arrive.
6:00 A. M. Day Express. 10:00 P. M.
4:00 P. M. Night Express. 12:00 Noon.
8:30 P. M. Night Express. 9:30 P. M.

Trains Leave. Trains Arrive.
6:00 A. M. Day Express. 10:00 P. M.
4:00 P. M. Night Express. 12:00 Noon.
8:30 P. M. Night Express. 9:30 P. M.

Trains Leave. Trains Arrive.
6:00 A. M. Day Express. 10:00 P. M.
4:00 P. M. Night Express. 12:00 Noon.
8:30 P. M. Night Express. 9:30 P. M.

Trains Leave. Trains Arrive.
6:00 A. M. Day Express. 10:00 P. M.
4:00 P. M. Night Express. 12:00 Noon.
8:30 P. M. Night Express. 9:30 P. M.

DAILY STATE SENTINEL.

VOLUME XIV.

INDIANAPOLIS, IND., MONDAY MORNING, SEPTEMBER 4, 1865.

NUMBER 4,638.

INSURANCE.
AETNA BUILDING,
INDIANAPOLIS.



Erected 1859—Owned by the Co.

THE BEST
THE CHEAPEST!

INSURE WITH THE

OLD RELIABLE

AETNA,

OF HARTFORD, CONN.

CASH ASSETS.

\$4,000,000.

This Company Paid over \$17,000,000

Losses during 46 years.

Losses Equitably Adjusted and

Promptly Paid.

A. ABROMET,

AGENT.

OPTICIAN.

MOSES.

THE SPECTACLE MARK.

MANUFACTURER OF THE

IMPROVED PANTOSCOPIC SPECTACLE.

THE BEST IN USE.

MOSES' improved Pantoscopic

Spectacles combine advantages me-
chanical and philosophical to be
found in no other Spectacles offered

in the West.

Moses' Spectacles are made of the

finest materials, and best workman-
ship, fairly represented, and sold at
their fair value.

Caution—No Agents or Dealers employed.

Send for a circular containing full de-
scription, prices, &c., and how to ensure a perfect
fit and have them sent by mail. Address

L. W. MOSES, Optician,
50 East Washington St., Indianapolis, Ind.

BANKS.

MERCHANTS'

NATIONAL BANK

—OF—

INDIANAPOLIS.

No. 23 North Meridian Street.

Special Agents for the Sale of the

7-10 Loan.

THIS BANK IS NOW OPEN FOR THE TRANS-
action of business, will do a General Banking Busi-
ness.

Government Securities of all kinds kept constantly on
hand and for sale at the most reasonable rates.

V. T. MALOTT, Cashier.

HENRY SCHULZ, President.

THE INDIANAPOLIS

INSURANCE COMPANY.

Is now permanently organized and ready to issue Fire

Capital, \$200,000.

The Stockholders of this Company comprise some of

the most responsible citizens.

DIRECTORS:

S. A. FLETCHER, S. J. PACK, A. J. VINTON,

W. H. TAYLOR, A. L. BOYCE, C. A. VINTON,

WILLIAM HENDERSON, J. H. HENDERSON,

Office at present in the Sinking Fund Building, corner
of Pennsylvania Street and Virginia Avenue.

W. HENDERSON, President.

ALEX. C. JAMESON, Secretary.

may daily

Telegraphic Dispatches.

REPORTED EXPRESSLY FOR THE DAILY STATE SENTINEL.

SATURDAY NIGHT REPORT.

GENERAL NEWS.

STATEMENT OF THE PUBLIC DEBT.

THE CHOLERA ADVANCING.

ANOTHER RAILROAD ACCIDENT.

Ac. Ac. Ac. Ac.

Washington, Sept. 2.—The United States

Consul at Port Mahon, in a letter to the State

Department, dated August 12th, says: "Shoals

of the advance of cholera continue as rapidly for

the next twenty days, it must be looked for in

England.

Secretary McCulloch to-day publishes a state-
ment of the public debt, as it appears from the

books of the Treasury, returns and requisitions

in the Department, on the 31st of August, 1865.

The recapitulation is as follows: Amount of

outstanding debt bearing interest, \$11,008,210,

191 80; interest, \$3,420,840 50; discount bear-
ing interest, \$1,274,479 103 16; interest,

\$1,303,103 74; debt on which interest has

ceased, \$1,500,000; United States notes, new

issue, \$3,279,000; compound interest on

count of March 31, 1863, 15,000,000; compound

interest notes, account of June 30th, 1864,

\$2,000,241,600; total, \$36,413,293 90.

As contrasted with the statement of the public

debt, published on the 31st of July, the principal

has been increased only \$225,000 within the last

month, while the interest on the debt has reduced

the amount to \$33,000. The legal tender notes, new

issue, \$3,279,000; compound interest on

count of March 31, 1863, 15,000,000; compound

interest notes, account of June 30th, 1864,

\$2,000,241,600; total, \$36,413,293 90.

The total number of persons in the District of

Columbia in charge of the Freedmen's Bureau, is

nearly 26,000; of whom 5,000 are receiving rations

from the Government without rendering any

equivalent.

The Secretary of the Treasury has promulgated

the President's proclamation of the 29th ult., for

the information and guidance of officers of the

Treasury Department, and says, in conformity

with its terms, articles heretofore regarded as

prohibited, may be transported to places in the

States heretofore prohibited, in insurance, without

any restrictions, except guns, pistols and

ammunition, and applications for the shipment of

these should be made in writing to the proper

officers of the customs, who will forward them to

the department for its decision, accompanied

with such recommendation as they may be dis-
posed to make.

H. McCulloch,
Secretary of the Treasury.

Coroner's Inquest on the Long Island

Railroad Accident.

New York, Sept. 2.—The Coroner's jury, in

the case of the Long Island Railroad, have re-
turned a verdict, in substance as follows: That

the collision was produced by carelessness on the

part of R. I. Race, conductor of the mail train,

and James White, engineer of the express train;

that Louis Sands and Daniel F. Chase are

not criminal responsible; that Oliver

Chorlick, President of the Railroad, for the care-
lessness and irregular manner in which trains are

run, and consider him indirectly responsible for

the catastrophe. Two of the jurors found D. F.

Chase, engineer of the mail train, also guilty of

Females at the White House—Discon-